

Baseball San Jose Potential Stadium Sites



**Sports Facility Task Force Meeting
October 22, 2004**

Preliminary Analysis of Proposed Ballpark Sites

The following document was prepared to provide the San José Sports Facilities Task Force (SFTF) with a preliminary qualitative analysis of the potential ballpark sites. Having concluded previously that there is a market basis for attracting a professional baseball team, this analysis provides further information to allow the group to consider if additional steps should be taken to attract a team to San José.

As this is a preliminary examination of potential sites, this information should not be considered final or complete. In particular, for an accurate environmental or historic resources determination, most sites would need to be surveyed.

The review is based on a series of criteria utilized by HOK Sport, Inc. to assist the Oakland Alameda County Coliseum Authority in their evaluation of potential sites in 2001. These criteria are broadly grouped in the following way:

- Urban Design
- Transportation
- Site Factors
- Costs
- Timing

The ballpark parameters (again defined by HOK) are for a 42,000-seat ballpark utilizing the "urban site" parameters of at least 12.5 acres with a desired acreage of 15. This design relies strongly on public transit and off-site parking as only 900 spaces are envisioned by the design.

Due to the preliminary nature of this examination of sites, City Staff has limited its recommendations to the following:

These sites should be removed from consideration for the reasons noted:

- San Jose Medical Center (site too small)
- Children's Discovery Museum (site too small)
- PAL Stadium (site too narrow)

Serious consideration should be given to the concept of encouraging a district surrounding the proposed baseball park to maximize the public's enjoyment and the economic benefits. This could be accomplished through the adoption of a specific plan or other land-use tool. In most cases this would widen the "ballpark" area beyond the boundaries of the identified sites.

Any consideration of the San Jose Municipal Stadium should include provisions for collaborative efforts to utilize and/or develop the nearby sports-oriented San Jose State University parcels.

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- Aerials

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- General Plan

- Zoning

- Airport Noise Contour

Sites

- FMC

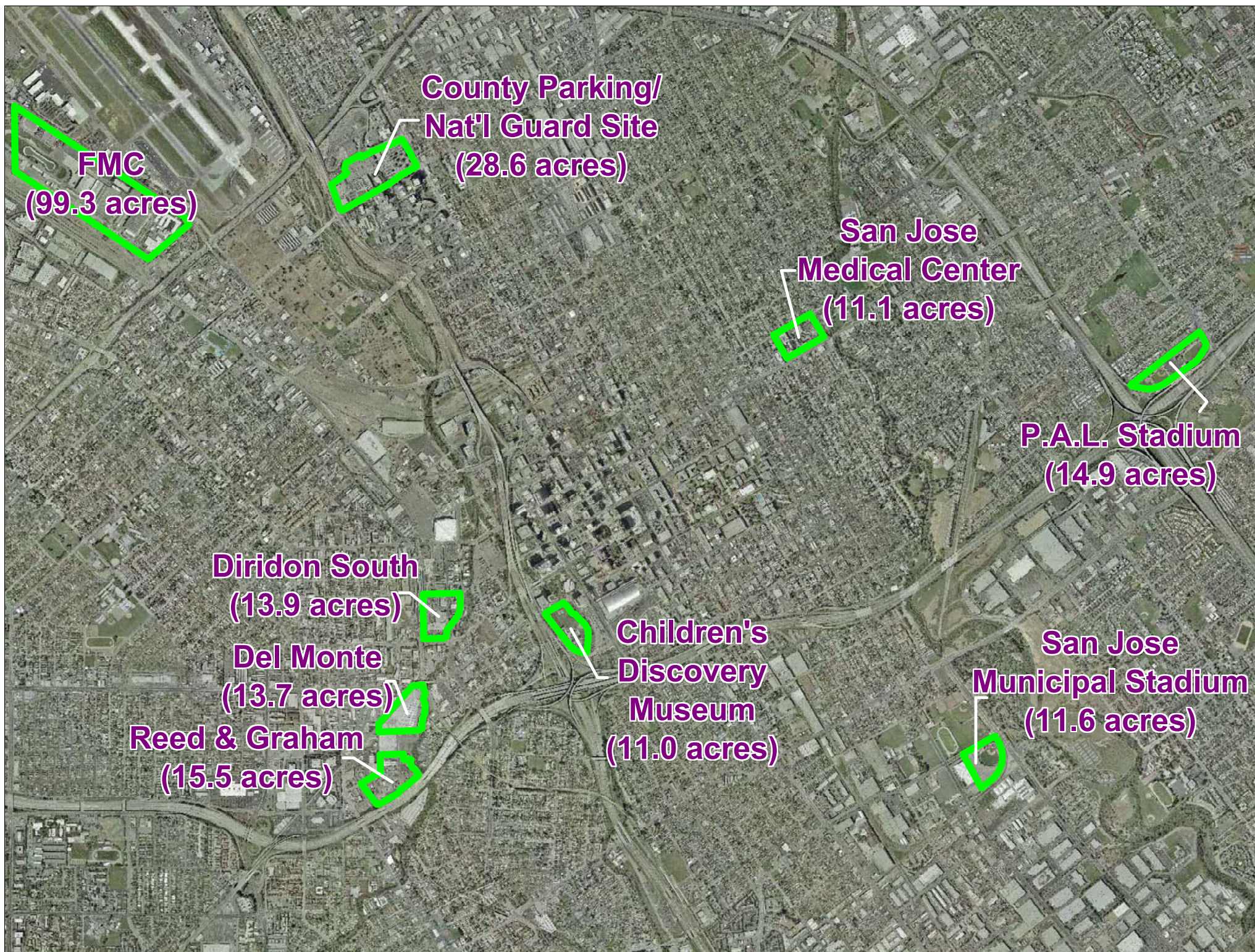
- County Parking/Nat'l Guard Site

- San Jose Municipal Stadium

- Diridon Station South

- Del Monte

- Reed & Graham



FMC
(99.3 acres)

**County Parking/
Nat'l Guard Site**
(28.6 acres)

**San Jose
Medical Center**
(11.1 acres)

P.A.L. Stadium
(14.9 acres)

Diridon South
(13.9 acres)

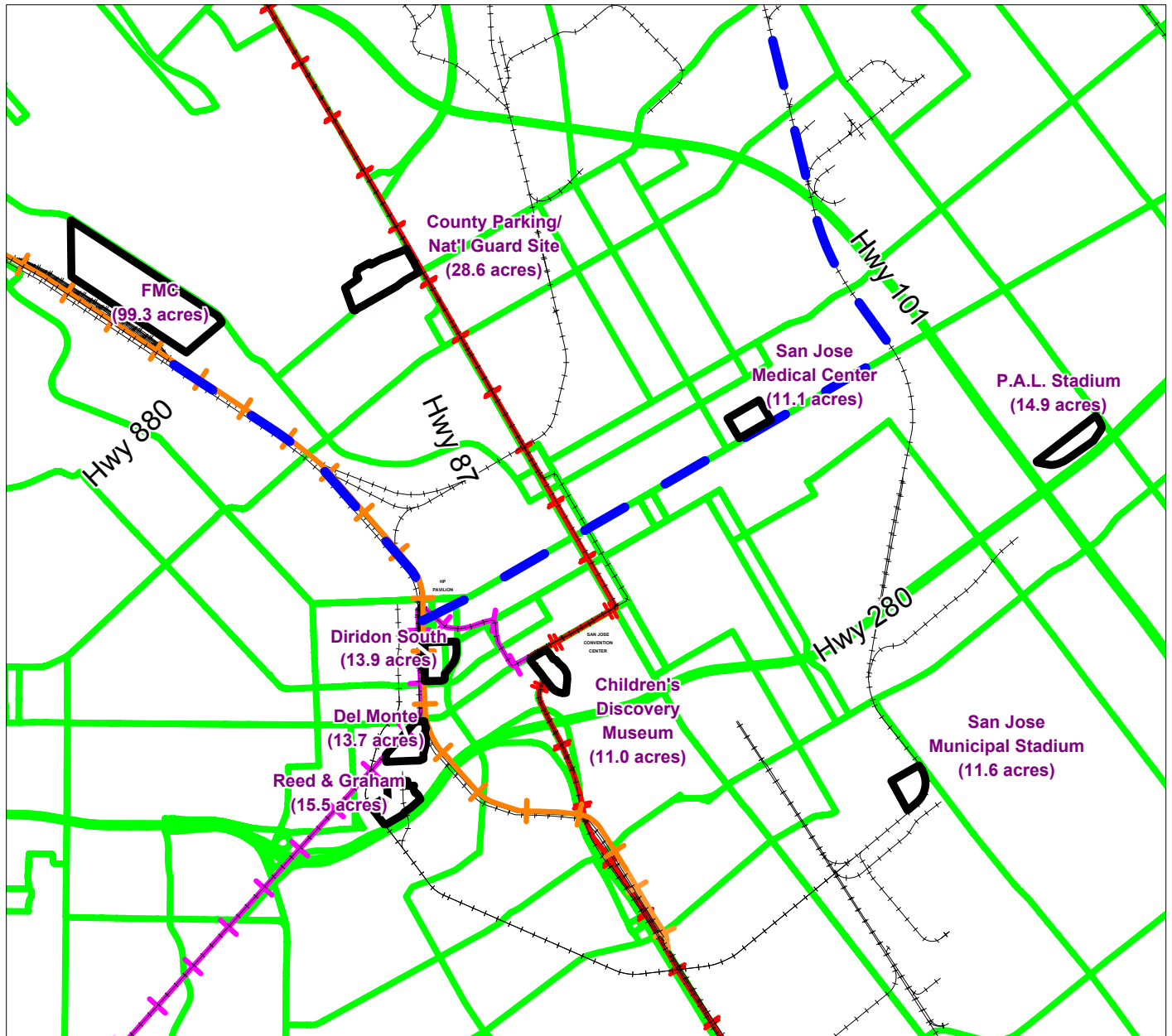
Del Monte
(13.7 acres)

Reed & Graham
(15.5 acres)

**Children's
Discovery
Museum**
(11.0 acres)

**San Jose
Municipal Stadium**
(11.6 acres)

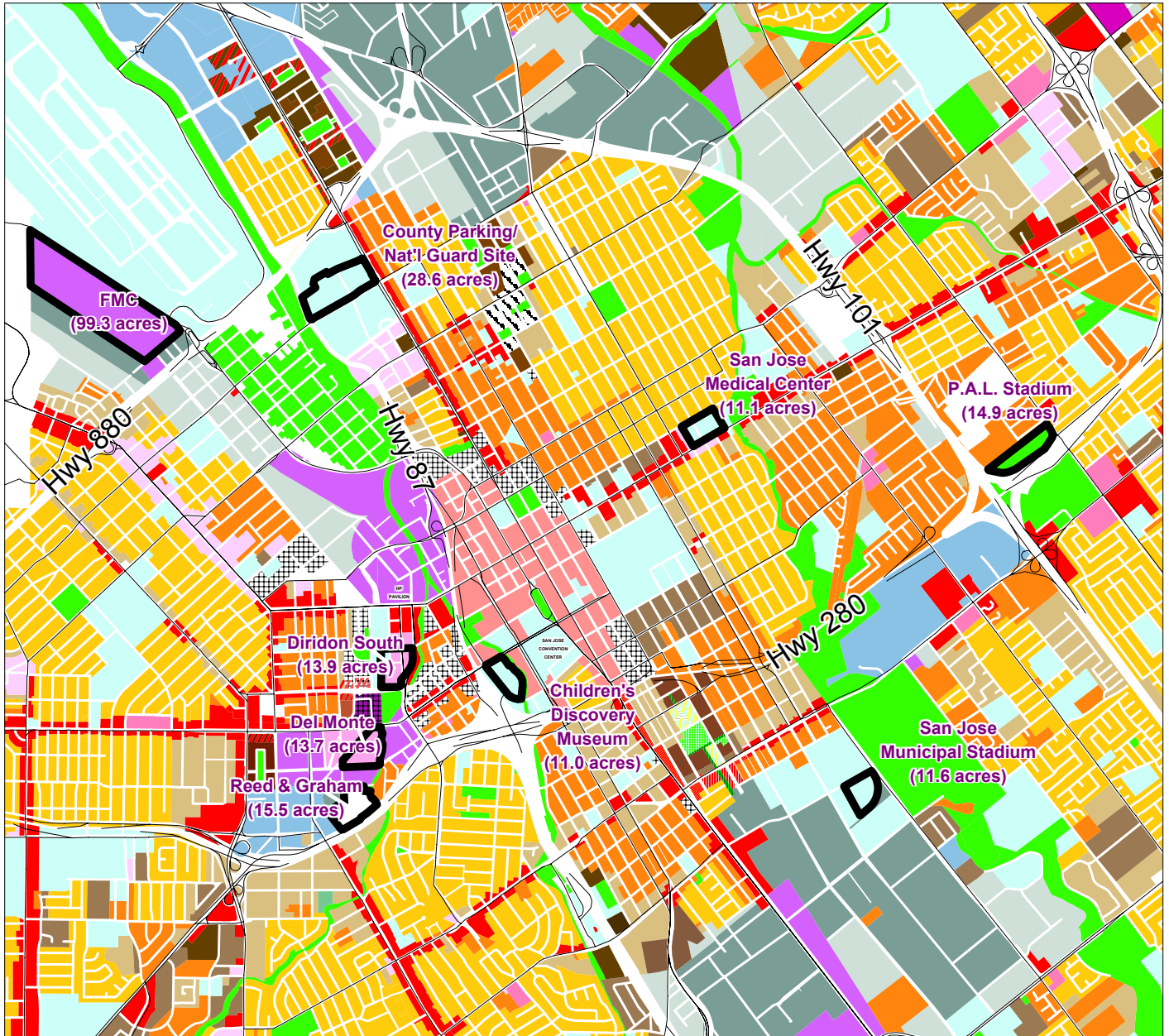
Potential Ballpark Sites Transit Maps



Transit Legend

- Proposed BART Line
- Vasona Light Rail Line
- Railroad
- CalTrain Line
- Bus Transit Lines
- Guadalupe Light Rail

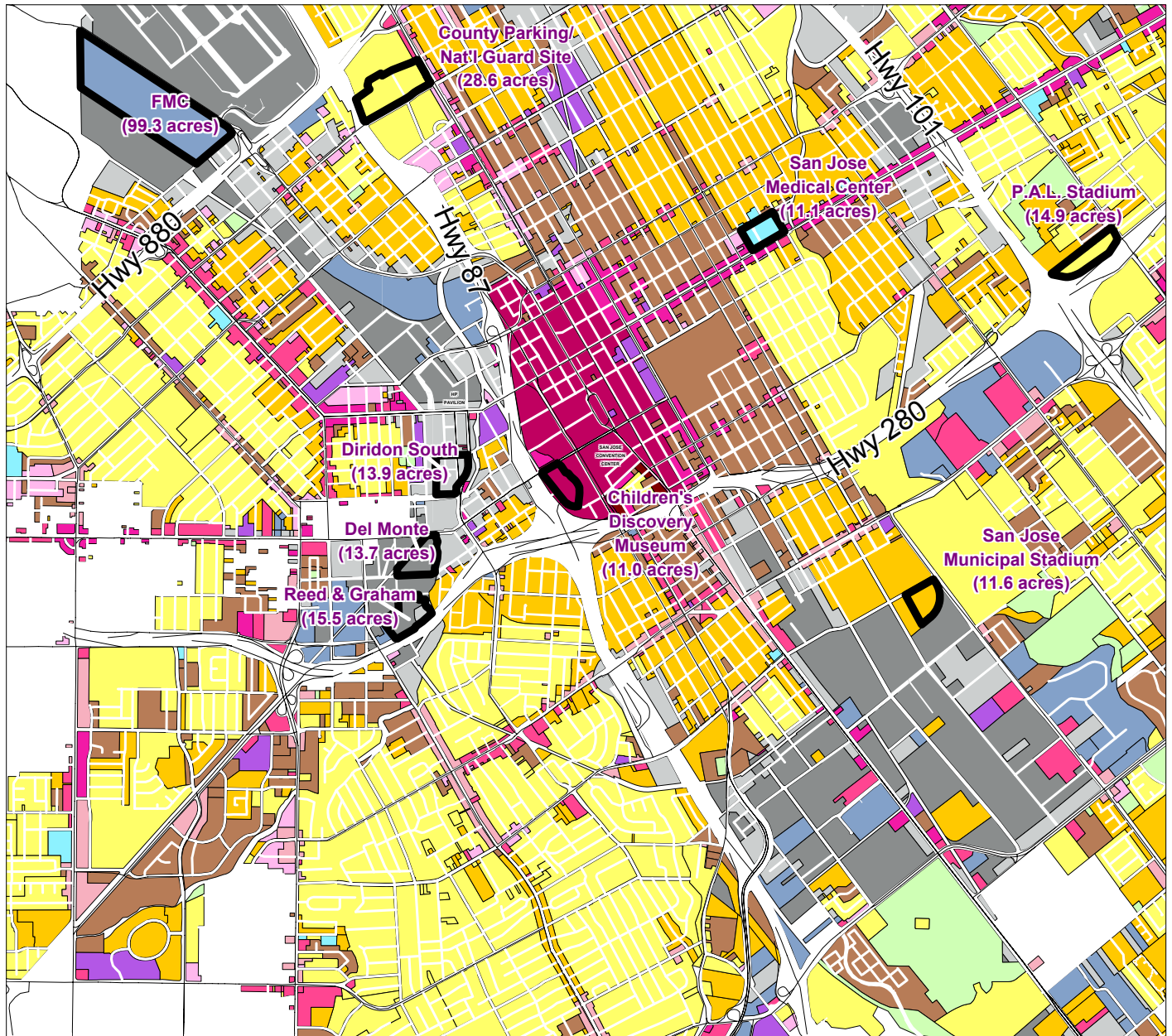
Potential Ballpark Sites General Plan Map



General Plan Map Color Legend

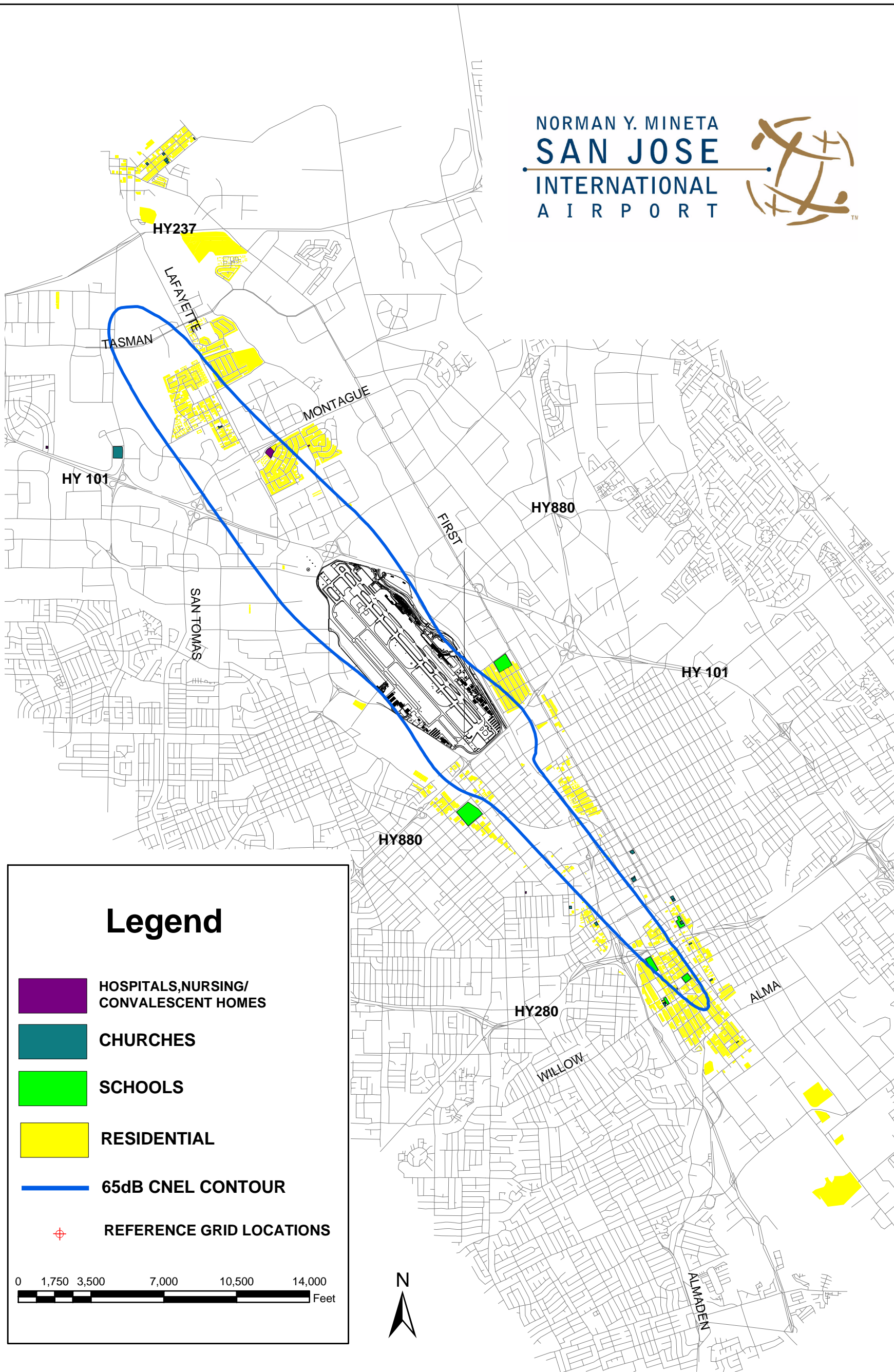
| | | | | | |
|---|--|--|--|--|---|
| <ul style="list-style-type: none"> Rural Residential (0.2 DU/AC) Estate Residential (1.0 DU/AC) Very Low Density Residential (2.0 DU/AC) Low Density Residential (5 DU/AC) Medium Low Density Residential (8.0 DU/AC) Medium Density Residential (8-16 DU/AC) Medium High Density Residential (12-25 DU/AC) High Density Residential (25-50 DU/AC) Transit Corridor Residential (20+ DU/AC) Residential Support for the Core Area (25+ DU/AC) | <ul style="list-style-type: none"> Planned Community * Urban Reserve Neighborhood/Community Commercial Regional Commercial General Commercial Core Area Combined Residential/Commercial Office | <ul style="list-style-type: none"> Industrial Park Administrative Office/Research & Development Research/Development Campus Industrial Light Industrial Heavy Industrial Combined Industrial/Commercial Public/Quasi-Public Airport Approach Zone | <ul style="list-style-type: none"> Public Park/Open Space Private Open Space Private Recreation Non-Urban Hillside Urban Hillside Agriculture Coyote Greenbelt Mixed Use Overlay Mixed Industrial Overlay | <ul style="list-style-type: none"> Floating Park Urban Service Area Boundary Greenline / Urban Growth Boundary Urban Service Area Boundary - Greenline / Urban Growth Boundary Contiguous Contingent Designation Candidate Solid Waste Disposal Site Solid Waste Disposal Site Sphere of Influence Reflected by extent of colored area | <ul style="list-style-type: none"> Transit-Oriented Development Corridor State Transportation Corridor Expressway Rail Line Neighborhood Business Districts not depicted on this map. City Council Direction Area of Historic Sensitivity not depicted on this map. Arterial (115-130 ft.) Arterial (80-106 ft.) Major Collector (60-90 ft.) Interchange Separation |
|---|--|--|--|--|---|

Potential Ballpark Sites Zoning Map









Zoning Map Color Legend

| | | | |
|---------------------------------------|---|-------------------------|------------------------|
| Low to Medium Density Residential | Downtown Commercial Neighborhood Transition 1 | Commercial Office | Public/Quasi-Public |
| Medium to High Density Residential | Industrial Park | Commercial Pedestrian | Agriculture/Open Space |
| High to Very High Density Residential | Light Industrial | Commercial Neighborhood | Mixed Uses |
| | Heavy Industrial | Commercial General | Water |
| | | Downtown Commercial | |



Legend

-  HOSPITALS,NURSING/
CONVALESCENT HOMES
-  CHURCHES
-  SCHOOLS
-  RESIDENTIAL
-  65dB CNEL CONTOUR
-  REFERENCE GRID LOCATIONS

0 1,750 3,500 7,000 10,500 14,000 Feet



**65 dB CNEL CONTOUR
FOR 2010 MASTER PLAN
WITH AMENDMENT**

SERVING SAN JOSE SINCE 1945

NORMAN Y. MINETA
SAN JOSE
INTERNATIONAL
A I R P O R T



Potential Development Site No. 1:

Property Information Sheet

| | |
|-------------------------|--|
| Site Name: | FMC |
| Street Location: | 1125 Coleman Avenue, San Jose CA |
| Property Owners: | FMC Corporation & City of San Jose |
| APN(s): | 230-46-055, 230-46-062, 230-46-063, 230-46-060 |
| Site Area: | 99.3 Acres |
| Existing Uses: | Abandon buildings, some car storage |
| General Plan: | Industrial-Commercial |
| Zoning: | A(PD) Agricultural Planned Development |
| City Council Districts: | 3 |



View looking to South along Coleman Avenue Towards Downtown. (Airport is on the left side)



View looking North along Coleman Avenue towards 101. (Airport is on right side)

FMC Site Criteria

Urban Design

| | |
|---|--|
| Adjacent Land Uses/Compatibility | Airport landing pattern creates significant issues; Domed site could mitigate visual and audio issues though at higher cost |
| Image/Visibility | Good freeway visibility (880) |
| Proximity to Related Activities | Opportunity costs to airport and city |
| Enhancement of Existing Businesses | Few nearby commercial businesses; Significant likely economic benefit leakage to City of Santa Clara (joint venture possible?) |
| Potential for Redevelopment & New Development | Constraints within the approved zoning |

Transportation

| | |
|---------------------|--|
| Traffic Access | Good access from freeway; good surface street capacity |
| Parking Adequacy | Parking could be designed into uses. Potentially good match with Airport needs |
| Transit Options | Future BART location nearby |
| Pedestrian Movement | Nothing on site currently; could be accommodated by site design |

Site Factors

| | |
|--------------------|---|
| Site Size | 99.3 acres > 15 acres |
| Site Configuration | |
| Field Orientation | Visual and noise impact from airport may limit field orientation; Domed option would mitigate issue |
| Topography | #NA |

FMC Site Criteria

Site Factors (cont.)

| | |
|-----------------------------|--|
| Utilities | Waste Water System at Capacity (significant storm water permits required), Electrical Capacity sufficient |
| Demolition Issues | Some potential remediation |
| Historic Structures | Some potential; archaeologically sensitive |
| Environmental Issues | Ballpark can be located away from portions of the site with soil remediation requirements; Airport issues; potential burrowing owl |
| Zoning & Regulatory Factors | Federal Aviation Administration restrictions |

Costs

| | |
|--|--|
| Land Acquisition & Business Relocation | City is acquiring with airport lease revenue bonds and HUD funds totaling \$81M; Other use could require repayment |
| Traffic/Transit | As part of site development |
| Parking | On-site |
| Site Development (on-site) | Significant development needed |
| Site Development (off-site) | Not required |

Timing

| | |
|--------------------------------------|------------|
| Ability to Meet Schedule/ Difficulty | City owned |
|--------------------------------------|------------|

Potential Development Site No. 2: Property Information Sheet

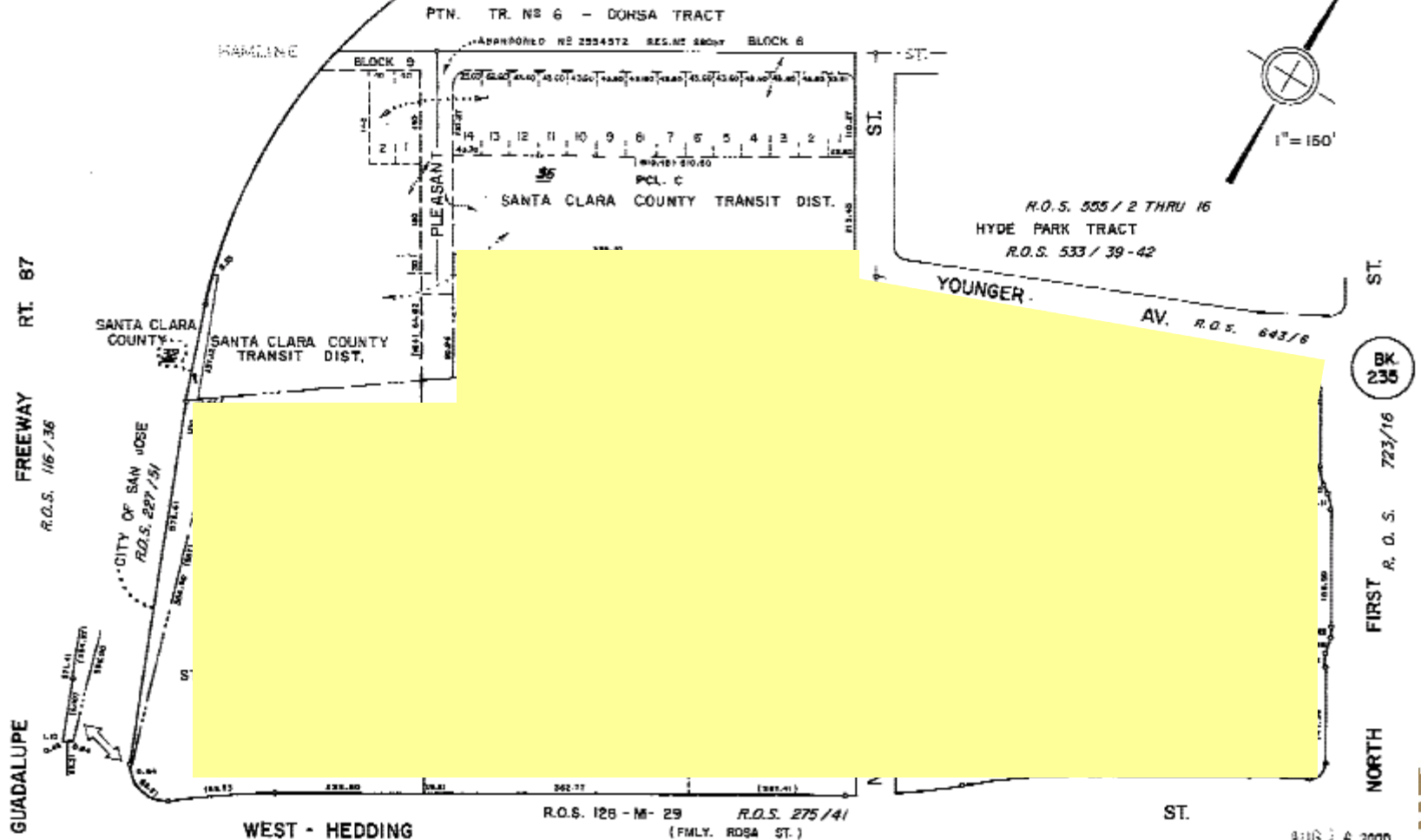
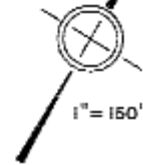
| | |
|-------------------------|--|
| Site Name: | County Parking/National Guard Site |
| Street Location: | 950 N. San Pedro Street, San Jose, CA |
| Property Owners: | State of California, County of Santa Clara, Federal Government |
| APN(s): | 230-37-033, 230-37-034, 230-37-037, 230-37-038, 230-37-041 |
| Site Area: | 28.6 Acres |
| Existing Uses: | Parking Lot, National Guard Facility |
| General Plan: | Public/Quasi Public |
| Zoning: | Residential (R1-8) |
| City Council Districts: | 3 |

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SAN JOSE

CAPITAL OF SILICON VALLEY

County Parking/National Guard Site Criteria

Urban Design

| | |
|---|---|
| Adjacent Land Uses/Compatibility | Airport landing pattern creates significant issues; Domed site could mitigate visual and audio issues though at higher cost; some potential impact on planned County uses |
| Image/Visibility | Good freeway visibility (87) |
| Proximity to Related Activities | No related activities nearby |
| Enhancement of Existing Businesses | Few nearby commercial businesses |
| Potential for Redevelopment & New Development | Site has potential and could be redeveloped. |

Transportation

| | |
|---------------------|---|
| Traffic Access | Good access from freeway; good surface street capacity |
| Parking Adequacy | Existing parking structure; Additional land could allow more structured parking |
| Transit Options | Light rail nearby |
| Pedestrian Movement | No significant pedestrian advantages |

Site Factors

| | |
|--------------------|--------------------------------------|
| Site Size | 28.6 acres > 15 acres |
| Site Configuration | TBD |
| Field Orientation | Impacts from airport traffic pattern |
| Topography | #NA |

County Parking/National Guard Site Criteria

Site Factors (cont.)

| | |
|-----------------------------|--|
| Utilities | Sufficient Waste Water Capacity (significant storm water permits required), Electrical Capacity sufficient |
| Demolition Issues | Some potential remediation; Nat'l Guard site and parking structure ; new crime lab envisioned on County property would require parking (which would be lost) |
| Historic Structures | National Guard building may qualify though it is not currently listed; archaeologically sensitive |
| Environmental Issues | Federal site - soil remediation? hazardous waste storage site; flood zone |
| Zoning & Regulatory Factors | Federal Aviation Administration restrictions |

Costs

| | |
|--|--|
| Land Acquisition & Business Relocation | County and federal ownership and use relocation |
| Traffic/Transit | No significant changes to traffic or transit anticipated |
| Parking | Additional parking needed |
| Site Development (on-site) | Ballpark |
| Site Development (off-site) | Not required |

Timing

| | |
|--------------------------------------|---|
| Ability to Meet Schedule/ Difficulty | County and federally owned and utilized |
|--------------------------------------|---|

Potential Development Site No. 3: Property Information Sheet

| | |
|-------------------------|--------------------------------------|
| Site Name: | San Jose Municipal Stadium |
| Street Location: | 588 E. Alma Avenue, San Jose, CA |
| Property Owners: | City of San Jose |
| APN(s): | 477-38-003 |
| Site Area: | 11.6 Acres |
| Existing Uses: | Baseball field for minor league team |
| General Plan: | Public/Quasi Public |
| Zoning: | 2 Family Residential (R2) |
| City Council Districts: | 5 |

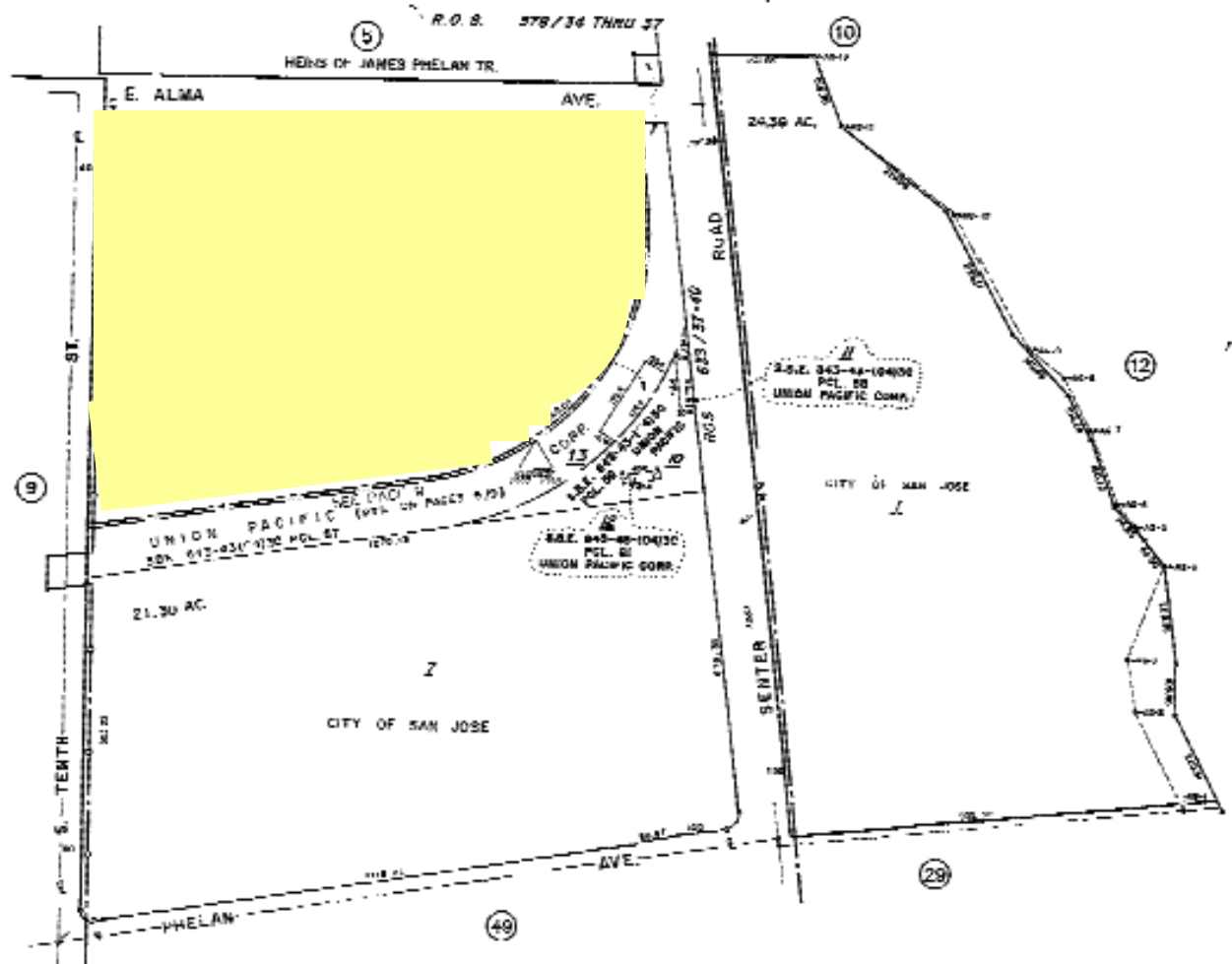


View looking to South of Municipal Stadium. Senter Road is to the left, the cross street is Alma.



View looking to West down Alma Avenue. SJSU ball fields are on the right. Ice Center is on the left.

Assessor's Information



San Jose Municipal Stadium Site Criteria

Urban Design

| | |
|---|--|
| Adjacent Land Uses/Compatibility | Athletic uses nearby (Spartan Stadium, ICE Center) are compatible, Coordination with SJSU required |
| Image/Visibility | No freeway visibility; similar to Spartan Stadium |
| Proximity to Related Activities | Athletic uses nearby (Spartan Stadium, ICE Center) are supportive |
| Enhancement of Existing Businesses | Few nearby commercial businesses |
| Potential for Redevelopment & New Development | Underutilized site (and area) could benefit from change |

Transportation

| | |
|---------------------|---|
| Traffic Access | Fairly major roads to site though through SNI neighborhood |
| Parking Adequacy | Little on-site capacity; potential for use of Senter Yard and Kelley Park |
| Transit Options | No significant transit available; potential for purchasing rail line to Diridon (planned park trail)? |
| Pedestrian Movement | Major streets and industrial uses with no commercial |

Site Factors

| | |
|--------------------|---|
| Site Size | 11.6 acres <12.5; Utilization of SJSU land would solve this |
| Site Configuration | TBD |
| Field Orientation | Using SBC configuration (960x450x750) site would fit using existing stadium configuration |
| Topography | #NA |

San Jose Municipal Stadium Site Criteria

Site Factors (cont.)

| | |
|-----------------------------|--|
| Utilities | Sufficient Waste Water Capacity (significant storm water permits required), Electrical Capacity sufficient |
| Demolition Issues | Some remediation probably required |
| Historic Structures | Archaeologically sensitive |
| Environmental Issues | Adjacent to Lorenzo Barrel site. |
| Zoning & Regulatory Factors | No significant impact |

Costs

| | |
|--|---|
| Land Acquisition & Business Relocation | No significant issues; Purchase of SJSU properties would be at significant cost |
| Traffic/Transit | Potentially significant changes required to allow sufficient freeway access and street capacity |
| Parking | Offsite required |
| Site Development (on-site) | Ballpark |
| Site Development (off-site) | Parking at Kelly park or at SJSU properties? |

Timing

| | |
|--------------------------------------|------------|
| Ability to Meet Schedule/ Difficulty | City owned |
|--------------------------------------|------------|

Potential Development Site No. 4: Property Information Sheet

| | |
|-------------------------|--|
| Site Name: | Diridon Station South |
| Street Location: | 645 Park Avenue, San Jose, CA |
| Property Owners: | Pacific Bell, Butcher Bros., Crema family, Numerous others |
| APN(s): | 261-35-..., 259-48-... |
| Site Area: | 13.9 Acres |
| Existing Uses: | TV station, parking |
| General Plan: | Midtown Planned Community |
| Zoning: | Light Industrial, A(PD), Commercial Neighborhood |
| City Council Districts: | 6 |

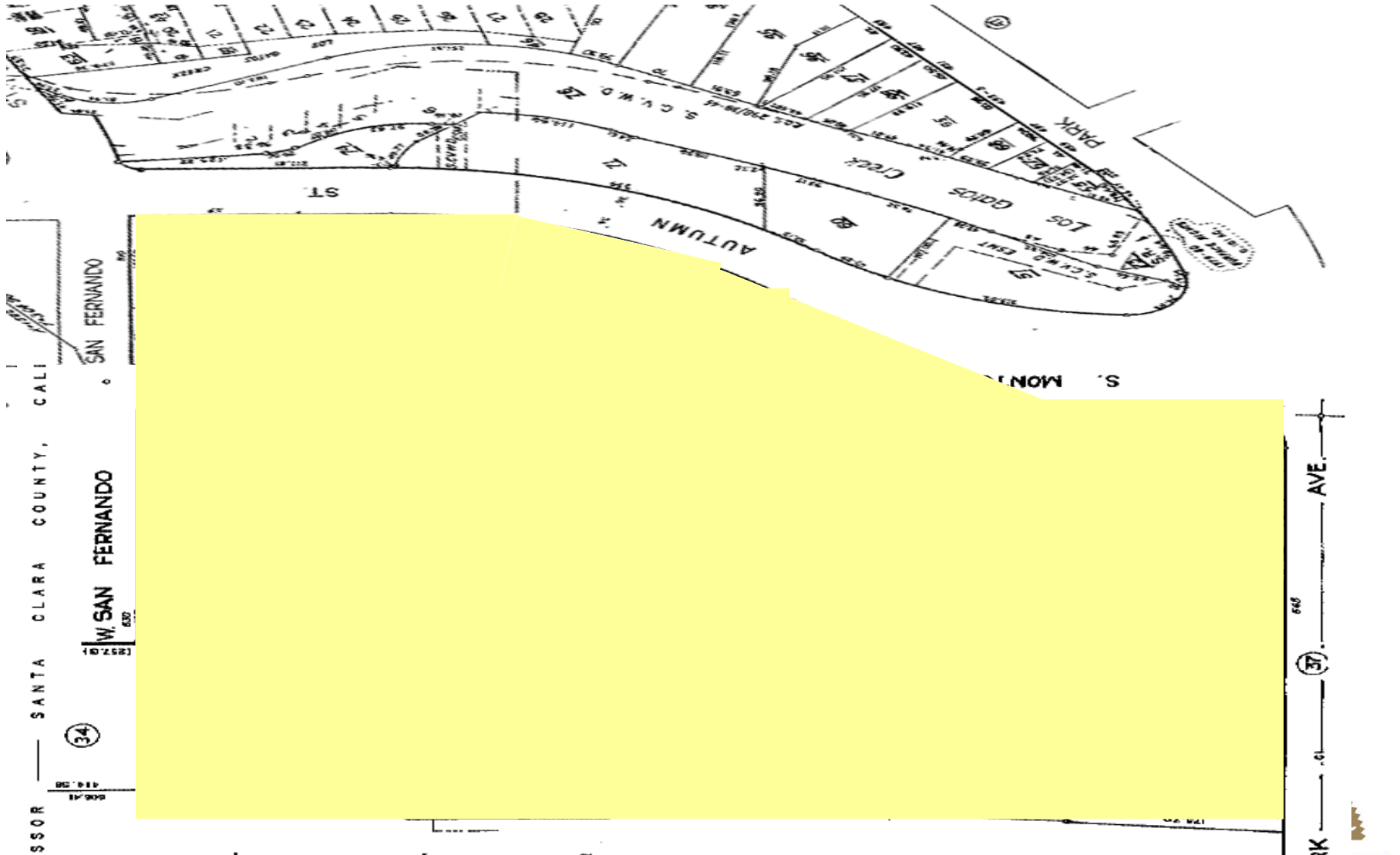


View looking across Montgomery Street towards the west.



View looking at KNTV and north.

Assessor's Information



SAN JOSE

CAPITAL OF SILICON VALLEY

Diridon Station South Site Criteria

Urban Design

| | |
|---|---|
| Adjacent Land Uses/Compatibility | Nearby industrial and warehouse uses are compatible |
| Image/Visibility | Good freeway visibility (87, 280 too?) |
| Proximity to Related Activities | HP Pavilion nearby |
| Enhancement of Existing Businesses | Downtown commercial uses would benefit |
| Potential for Redevelopment & New Development | TV station and sausage manufacturer uses already considering leaving site; current discussion for Grayhound site. |

Transportation

| | |
|---------------------|---|
| Traffic Access | Good access from freeway; good feeder capacity |
| Parking Adequacy | Potential for using Diridon and HP pavilion parking as well as downtown parking |
| Transit Options | Major transit hub with bus, caltrain, light rail, and future BART |
| Pedestrian Movement | Downtown pedestrian opportunities |

Site Factors

| | |
|--------------------|--|
| Site Size | 12.5 < 13.9 acres < 15 acrese |
| Site Configuration | TBD |
| Field Orientation | Using SBC configuration (960x450x750) site has enough space to orient field in any direction |
| Topography | #NA |

Diridon Station South Site Criteria

Site Factors (cont.)

| | |
|-----------------------------|--|
| Utilities | Sufficient Waste Water Capacity (significant storm water permits required), Electrical Capacity sufficient |
| Demolition Issues | Potential; includes PG&E transformer site |
| Historic Structures | Present; archaeologically sensitive |
| Environmental Issues | Potential; includes PG&E transformer site; possible soil remediation |
| Zoning & Regulatory Factors | Closure of road (exit from Pavilion) |

Costs

| | |
|--|---|
| Land Acquisition & Business Relocation | Privately owned companies on site considering closing or relocating; PG&E site may need to be relocated |
| Traffic/Transit | No significant changes to traffic or transit anticipated beyond closure of road |
| Parking | Sufficient off-site |
| Site Development (on-site) | Ballpark |
| Site Development (off-site) | Significant opportunity for shared use of new and existing parking |

Timing

| | |
|--------------------------------------|-------------------|
| Ability to Meet Schedule/ Difficulty | Relocation Issues |
|--------------------------------------|-------------------|

Potential Development Site No. 5: Property Information Sheet

| | |
|-------------------------|--|
| Site Name: | Del Monte |
| Street Location: | 830 Auzerias Avenue, San Jose, CA |
| Property Owners: | Del Monte Corporation |
| APN(s): | 264-11-085, 264-11-069, 264-11-064 |
| Site Area: | 13.7 Acres |
| Existing Uses: | Vacant packing plant |
| General Plan: | Midtown Planned Community (top parcels), Mixed Overlay use |
| Zoning: | Heavy Industrial |
| City Council Districts: | 6 |



View looking across Auzerias southwest.



View looking down Auzerias west.

The map shows a coastal area with several streets and landmarks. A large yellow-shaded area covers a significant portion of the map, likely indicating a specific land use or project area. The map includes labels for 'W. SAN CARLOS STREET', 'SUNOL STREET', 'SUNOL', 'W. HOME STREET', and 'RIVER'. A large yellow-shaded area covers a significant portion of the map, likely indicating a specific land use or project area. The map also shows various landmarks, including a 'CITY OF' area and a 'RIVER'.

Del Monte Site Criteria

Urban Design

| | |
|---|--|
| Adjacent Land Uses/Compatibility | No issues |
| Image/Visibility | Good freeway visibility (280) |
| Proximity to Related Activities | HP Pavillion nearby |
| Enhancement of Existing Businesses | Downtown commercial uses would benefit |
| Potential for Redevelopment & New Development | Excellent high-density housing site; developer has option for site |

Transportation

| | |
|---------------------|--|
| Traffic Access | Somewhat limited freeway access though good proximity; Auzerais capacity presents capacity constraints |
| Parking Adequacy | Limited parking nearby |
| Transit Options | Light rail immediately available; short line would require transfer though nearby queing possible; potential for train stop? |
| Pedestrian Movement | Downtown pedestrian opportunities though somewhat distant |

Site Factors

| | |
|--------------------|--|
| Site Size | 12.5 < 13.7 acres < 15 |
| Site Configuration | TBD |
| Field Orientation | Using SBC configuration (960x450x750) site has enough space to orient field in any direction |
| Topography | #NA |

Del Monte Site Criteria

Site Factors (cont.)

| | |
|-----------------------------|--|
| Utilities | Sufficient Waste Water Capacity (significant storm water permits required), Electrical Capacity sufficient |
| Demolition Issues | Likely |
| Historic Structures | Present; archaeologically sensitive |
| Environmental Issues | Soil remediation likely; proximity to riparian corridor |
| Zoning & Regulatory Factors | PD Permit in progress for housing |

Costs

| | |
|--|---|
| Land Acquisition & Business Relocation | Single owner; currently with housing PD under development |
| Traffic/Transit | Potential need to modify ligh-rail; addition of new train stop possible |
| Parking | Offsite required |
| Site Development (on-site) | Ballpark |
| Site Development (off-site) | Parking |

Timing

| | |
|--------------------------------------|--------------------------|
| Ability to Meet Schedule/ Difficulty | PD permit moving forward |
|--------------------------------------|--------------------------|

Potential Development Site No. 6: Property Information Sheet

| | |
|-------------------------|----------------------------------|
| Site Name: | Reed & Graham |
| Street Location: | 854 Savaker Avenue, San Jose, CA |
| Property Owners: | Reed & Graham |
| APN(s): | 264-10-... |
| Site Area: | 15.5 Acres |
| Existing Uses: | Construction company site |
| General Plan: | Industrial Park (IP) |
| Zoning: | Industrial Park (IP) |
| City Council Districts: | 6 |

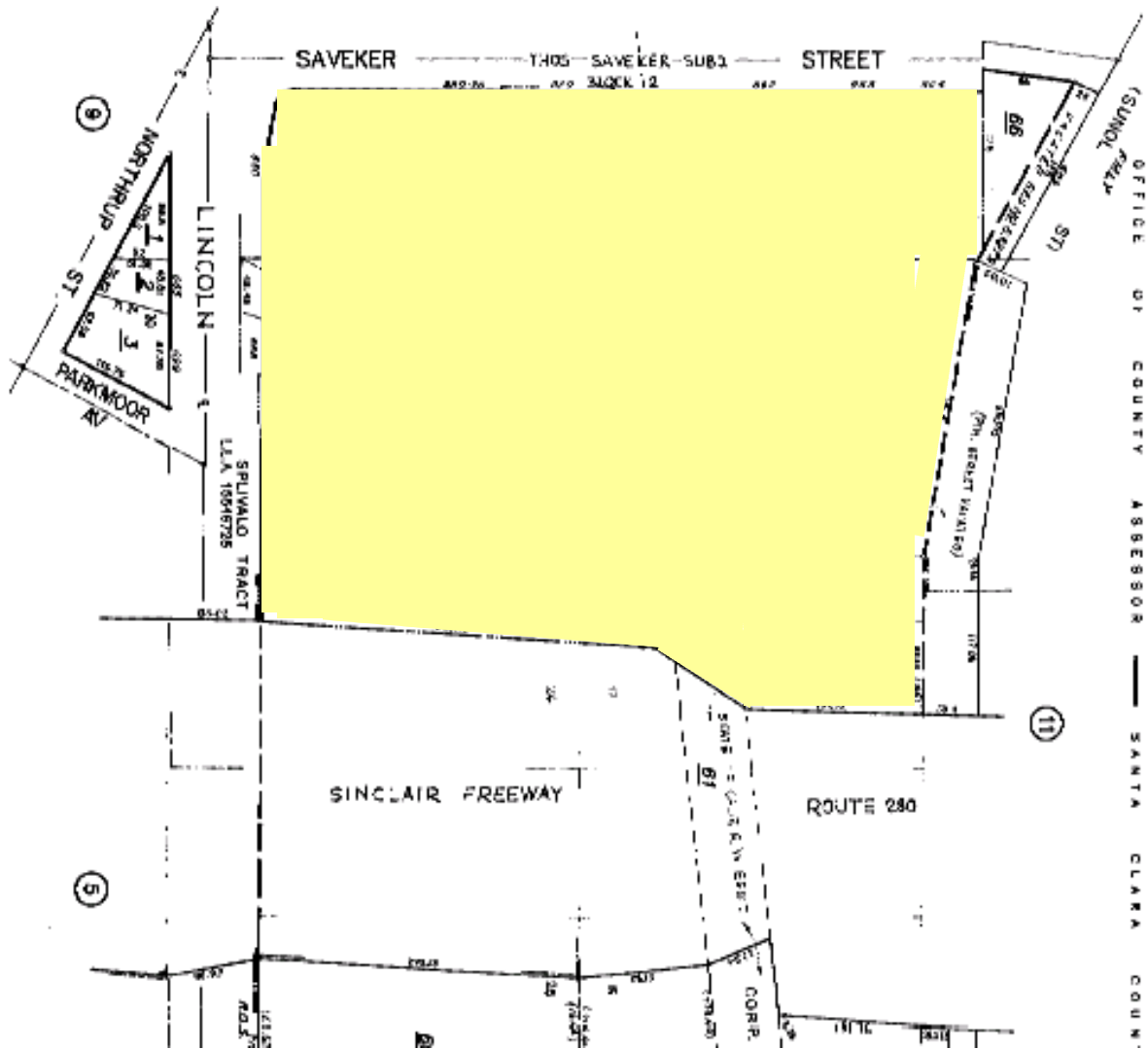


View looking at Reed & Graham towards the North East (back towards downtown)



View looking at Reed & Graham on Sunol Street.

Assessor's Information



Reed Graham Site Criteria

Urban Design

| | |
|---|---|
| Adjacent Land Uses/Compatibility | No significant impacts on nearby existing uses; potential for long-term conflict with planned residential development |
| Image/Visibility | Good freeway visibility (280) |
| Proximity to Related Activities | No related activities nearby |
| Enhancement of Existing Businesses | Few nearby commercial businesses; some potential benefit to Willow Glen commercial district |
| Potential for Redevelopment & New Development | Company considering closing operations; potential PacBell model with Del Monte housing |

Transportation

| | |
|---------------------|---|
| Traffic Access | Somewhat limited freeway access though good proximity |
| Parking Adequacy | Limited parking nearby |
| Transit Options | Somewhat distant from transit services |
| Pedestrian Movement | Limited pedestrian uses |

Site Factors

| | |
|--------------------|---|
| Site Size | 15.5 acres = 15 |
| Site Configuration | TBD |
| Field Orientation | Using SBC configuration (960x450x750) site would face west, baselines run along 280 |
| Topography | #NA |

Reed Graham Site Criteria

Site Factors (cont.)

| | |
|-----------------------------|--|
| Utilities | Sufficient Waste Water Capacity (significant storm water permits required), Electrical Capacity sufficient |
| Demolition Issues | Potential, on-site fuel storage(?) |
| Historic Structures | Unlikely |
| Environmental Issues | Proximity to riparian corridor; potential soil remediation; PG&E transformer; some flooding |
| Zoning & Regulatory Factors | Relocating Reed & Graham may be difficult; conform to FAA regulations |

Costs

| | |
|--|--|
| Land Acquisition & Business Relocation | Single owner; difficult use to relocate |
| Traffic/Transit | Potential need for reworking freeway access |
| Parking | Offsite probably required; potential purchase of nearby industrial |
| Site Development (on-site) | Ballpark |
| Site Development (off-site) | Parking |

Timing

| | |
|--------------------------------------|-------------------|
| Ability to Meet Schedule/ Difficulty | Relocation Issues |
|--------------------------------------|-------------------|